

SAPC-2681
Copy 1 of 7

MEMORANDUM FOR THE RECORD

25 November 1955

SUBJECT : Preliminary Comments on Operational Deficiencies Report

REFERENCE: Memorandum to Project Director from Commander, SAC Liaison Unit dated 16 November 1955 - Three Attachments: Report #1 - Supervisory Visit Report. Report #2 - Memorandum Highlighting Problems which will effect the flying training program. Report #3 - Organizational charts.

The following are extremely preliminary comments on the referenced reports. Except as noted, these comments are addressed specifically to the numbered paragraphs in Report #2, which appear to cover all the major recommendations.

- 25X1A6a 1. Paragraph 1 of Report #2: It is agreed that the Base Operations at [REDACTED] should include a Base Flight Section. We are already planning to supply two men who will be primarily responsible for the C-47 and the L-20. An effort will be made to secure from Reynolds Electric one or two civilian truck drivers to move fuel trucks around the flight lines. These may later be replaced with Air Force personnel as recommended in paragraph III of Report #2. It is our view that the SAC Liaison Unit should provide two men to form part of the Base Flight Section for maintenance and servicing of the T-33's.
- 25X1A6a 2. Paragraph 2 of Report #2: We agree that the T/O of Detachment A (and subsequent detachments) should be expanded to provide for individuals to maintain specialized ground power equipment, especially the MA-2's. Our present plan is to secure two mechanics for this purpose from Lockheed and for them at once to be put through factory training on the WA-2 then assigned to Detachment A at [REDACTED]. Our feeling is that in view of the rather liberal allowance for maintenance personnel for the primary mission aircraft, the two specialists on ground power equipment will be able to draw on aircraft maintenance personnel to handle the job. This estimate of requirements is of course subject to revision in the light of experience.
- 25X1A6a 3. Paragraph 3 of Report #2: We agree that there is insufficient POL storage at [REDACTED] and the personnel required to move POL trucks. We will take steps immediately to obtain one additional 5,000 gallon trailer per type of fuel. We will arrange with Reynolds to provide drivers pending recruitment of Air Force personnel (see paragraph 1 above.)
- 25X1A6a 4. Paragraph 4 of Report #2: We are very reluctant to see T-28's stationed at [REDACTED] partly because of the special maintenance problems this will involve and partly because the whole scale of the operation there is expanding so rapidly. We would like to have Colonel Yancey's views on the feasibility of using the L-20 for chase purposes at take-off and landings.

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If it is feasible, and if necessary we could have another L-20 assigned to the Base which would involve less additional maintenance than two T-28's.

5. Paragraph 5 of Report #2: Already taken care of.

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6. Paragraph 6 of Report #2: The only comment we can make on Colonel [REDACTED] recommendation is to say that we are endorsing it and passing it to both Air Force and Agency personnel officers. We are acutely aware of the deficiencies to which he refers.

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7. Paragraph 7 of Report #2: We agree that we should take advantage of the warehouse approaching completion at [REDACTED] to establish a Base Supply Section which will support all aircraft and other equipment that is assigned to Detachment A and later Detachments. It is also clear that some additional personnel will be needed to manage the Base Supply Section. Tentative opinion, however, is that we should move with the greatest possible speed to obtain some additional personnel but to assign them to Detachment A and to expand the T/O for Detachment A to allow for a larger Supply Section overseas as well as at [REDACTED]. On this conception, the functions of the Supply Section at [REDACTED] will be handled by two or three permanent Base personnel with the help of an expanded Supply Section in each successive Detachment.

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8. Paragraph 7 of Report #1: We agree that there should be a second O-11-A crash fire truck at [REDACTED] and that the complement of fire fighting personnel there should be sufficient to man both trucks, though it need not be the equivalent of two complete crash crews. Something like 12 men on duty at the Base at all times might be sufficient. This would require at least 18 assigned to allow for rotation. We will proceed forthwith to obtain the second fire truck and to requisition for additional personnel.

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9. Organization charts - Report #3: Chart #1 covering the organization of the whole project is in full accord with our understanding of the relationships that have been established. With reference to Chart #2 of [REDACTED] organization, we are in agreement as indicated above on the need for the two additional sections indicated in red. For the present, however, we plan to continue the arrangement whereby personnel and administration, materiel, and security are all grouped together in a single support division. If the materiel problem grows in scope, we may decide at a subsequent time to establish a separate materiel division at the Base corresponding to the arrangement now in effect at Project Headquarters.

RICHARD M. BISSELL, JR.
Project Director